

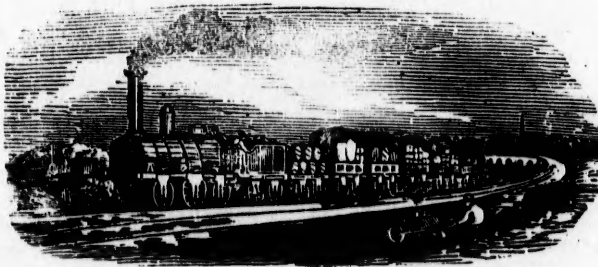
FOR THE USE OF THE SHAREHOLDERS OF THE COMPANY ONLY

GREAT WESTERN RAILWAY.

REPORT

TO BE SUBMITTED

BY THE BOARD OF DIRECTORS
TO THE SHAREHOLDERS,
AT THE SPECIAL GENERAL MEETING,
TO BE HELD ON THE 15TH MAY, 1854.



HAMILTON:

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1854.

THE UNIVERSITY OF CHICAGO PRESS

GREAT EASTERN RAILWAY

REPORT

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OF THE

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TO BE SUBMITTED BY THE BOARD OF DIRECTORS TO THE SHAREHOLDERS, AT THE
SPECIAL GENERAL MEETING, TO BE HELD AT 12 O'CLOCK, NOON,
ON THE 15TH MAY, 1854.

The Directors of the Great Western Railway in carrying out their promise of placing fully before the Shareholders their views in regard to the Erie and Ontario Railway, cannot omit to take the opportunity of congratulating the Stockholders, that this great enterprise has at last been brought into profitable operation, and that the experience of the last few weeks furnishes such evidence of the soundness of the undertaking, and the certainty of its yielding a large return upon the Capital, which has been expended in its construction.

It is only necessary, to place this matter beyond doubt, to mention the gratifying fact, that although the entire Line has only been opened a few weeks—that the running was commenced at the most inclement season of a particularly severe Winter—and that the completion of the Link, which this Line forms, in one of the great natural highways of this Continent is barely known; that the receipts now reach the large sum of £6000, Cy., a week, the number of Passengers averaging upwards of 1000 a-day, and the receipts from freight (the bulk of which is local) amounting to upwards of £1,500 weekly, and the whole increasing to an extent which ensures the certainty of a very large traffic, both of through and local business.

These figures satisfactorily prove the correctness of the views which the Directors have always expressed to the Shareholders, as to the importance and value of the line, and they now feel that it becomes their duty to take the necessary steps to secure and consolidate the property which they are appointed to control, and to place before the Shareholders those measures which, in their judgment, are calculated to promote the general prosperity of the undertaking, and to prevent its being interfered with by rival or competing interests.

In saying this, the Directors would wish it to be clearly understood, that they are advocating the creation of no monopoly, but they are prepared to contend for the principle which experience has so perfectly established, both in England and the United States, that com-

petition amongst Railway Companies, is not conducive to the public advantage. On this ground, therefore, the Directors of the Great Western Railway are of opinion, that any proposition for the construction of a line of railway parallel to the Main Great Western Line, between it and Lake Erie, would be productive of injury to the public,—would be an injustice to this Company,—and would prove, ultimately, of no advantage to the country. The question of the Southern Line having been freely discussed of late in this country, and the *Official Gazette* having contained notices for applications to Parliament, which would effect this object, your Directors seriously considered the best means of preserving the Great Western Railway from the injury which such a course would have upon it, and they accordingly agreed (subject of course to the sanction of the Shareholders) to certain arrangements, which, if carried out, will, in their opinion, tend to prevent the necessity for any Southern Line, more effectually, and certainly accommodate the wants of the District, and at the same time, have the effect of increasing the value of the Great Western Railway.

With this view, they have given notice of an application to Parliament for power to construct a short line of about 25 miles from their Main Line to Malden, which, at the Western extremity of Canada, would answer all the purposes which a parallel Southern Line is intended to afford, would do it at an expenditure of one-tenth of the cost of the competing line, and save the unnecessary construction of nearly 200 miles of Railway. At the other end of your Line, the Directors have entered into a conditional agreement to secure the Erie and Ontario Railway and its terminus at Niagara; and as it is upon this particular point that the present Report is intended principally to treat, they will now proceed to explain the grounds upon which they recommend you to acquire that line.

The Erie and Ontario is one of the oldest railways in Canada, its charter having been granted in 1835, and revived and amended in the Session of 1852, when largely-increased powers were given to it. Commencing at the mouth of the Niagara River, on Lake Ontario, it is carried to the line of the Great Western Railway, near the Falls, and after running about two miles along the Great Western Line, is carried to Chippawa, with power, under the charter, to extend it from the River Welland to Lake Erie. The Line from Niagara to Chippawa is now being vigorously prosecuted, and there is no doubt but that it will be in operation during the next summer. The question of its value and importance may be divided into two parts; the first, as relating to its prospect of proving remunerative; and the other, as relating to its connection with the construction of other Lines of Railway.

Your Directors will consider the two questions separately :—

upon the first point, it may be remarked, that your Directors would have hesitated to advise the Shareholders to acquire the Line, even after considering the important matter involved in the second question, had they not been satisfied that the Erie and Ontario Railway would yield a profitable return upon the capital embarked in it. The Town of Niagara, situated on the shore of Lake Ontario, at the mouth of the Niagara River, is distant from Toronto, which contains a population of 50,000 inhabitants, about 36 miles. The traffic between Toronto, Buffalo, and the States, at all times large, is, during the summer, very great indeed; the Falls of Niagara forming, during the hot weather, an immense attraction. Niagara is so placed, that it is the nearest point for steamers from Toronto to land at, and the large existing traffic, yielding to the steamers now on the line, a profit of many thousands a year, would be greatly increased, when by means of the Erie and Ontario Railway, passengers are afforded the facility of reaching the Falls in half an hour after leaving the boat, or in two hours and a half from Toronto. The Falls of Niagara, the great Watering place of this Continent, is yearly resorted to by crowds, from all parts of Canada and the Union—a large number of these visitors stay at the Falls on their way to or from a tour amongst the magnificent scenery of the St. Lawrence; in either case, Niagara being the nearest point the steamers on Lake Ontario touch at, would secure for the Erie and Ontario Line, a large proportion of the travel to or from the Falls; and these two items of traffic alone, would be quite sufficient to yield a handsome return upon the cost of construction.

It is also worthy of remark, that the possession by this Company, of the route between Toronto and the Falls, via Niagara, will prevent the possibility of any detrimental competition with the Hamilton and Toronto Railway.

Upon the second point, this line, in the opinion of your Directors, assumes very great importance. The Charter of the Erie and Ontario Line is claimed by that Company, to give power for the construction of a line to any point on Lake Erie, but at any rate to allow of the making of a line from Chippawa, from which point access is obtained to the Suspension Bridge at Niagara Falls, to Dunville, and thence to the lake. If this were carried out, a line of railway would then be complete from the Suspension Bridge to Simcoe, the Chippawa and Dunville line, joining at the latter place the line of the Woodstock and Lake Erie Road from Dunville to Simcoe; and a reference to the map will show that such a line would form about one-third of a Southern parallel line, referred to in the early part of this Report. Notices are already gazetted for applications for lines from Simcoe to St. Thomas, and so on to Malden; and it appears, under these

circumstances, to be imperatively necessary to take steps to show the inexpediency of any such line, as being in opposition to recognized principles, in regard to railway undertakings—as detrimental to the best interests of the country, by creating a want of confidence amongst foreign capitalists—and as injurious to the interests of this Company.

The Erie and Ontario Line itself is chartered and nearly completed; whether owned by this Company or not, it is certainly a fact, and no proceeding of this Company can prevent its being finished. It possesses the privilege of having the right to run its trains along part of the Great Western line, and across the Suspension Bridge at Niagara Falls. If the course now recommended is adopted, the Great Western Railway Company cannot be interfered with in its use of the Suspension Bridge. This Company will control the line so as to stop its construction beyond Chippawa, and therefore prevent its being made a link in the Southern line through Canada. It will possess a line, certain under any circumstances to be completed, which will unquestionably prove remunerative, and which in other hands, might be used to the injury of the Great Western; and the liberal powers granted to the Erie and Ontario Railway Company, would prove to be of great advantage to this Company: as for instance, with regard to Steamers upon Lake Ontario.

If any proof were needed of the necessity of any line of railway on this Continent which touches water, of steamers to run in connection with it, it will be found in the fact that the Michigan Central and New York Central Lines, who are working in connection with this Company, are, as appears from the following extract from one of their late Reports, now constructing two steamers to run upon Lake Erie in connection with their lines, viz:

“Two magnificent steamers of the largest class, to be ready in the course of next Spring, are now in progress of construction, to run between Buffalo and Detroit, in connection with the road of our Company.”

The great length of the journey between the Atlantic and Chicago and the Mississippi, renders the variety afforded by a steamer on a part of the route, almost indispensable. If steamers do not run in connection with the Great Western, to some point on the American side of Lake Ontario, Lake Erie will be found to draw from the Great Western line a large part of the travel which would otherwise come upon it; and your Directors cannot too strongly point out the great advantage which the securing of these provisions may prove to this Company.

The terms upon which it is proposed to acquire the Erie and Ontario Railway, are—that this Company purchase the line, works, property, and docks of that Company, for the sum of £170,000 c'y., payable entirely in bonds of the Great Western Company, with the guarantee

that they shall not be thrown upon the market within some definite time to be agreed on. The line is 17 miles in length, and will be completed to the satisfaction of the Engineer of the Great Western Company. The purchase-money also includes a steam vessel, now building for the Erie and Ontario Company, at a cost of nearly £20,000.

The Terminus at Niagara, comprises a very large and valuable property, which, at the present moment, is yielding a return of about £4,000 c'y. per annum, and is certainly daily increasing in value; and its possession by the Great Western Company, secures for it the only two ports (viz., Hamilton and Niagara) on the southern shore of Lake Ontario, which could be made practically available for the terminus of a competing line.

The Directors do not purpose, at this time, to say any thing further upon the proposed line to Malden, nor as to what future measures may be necessary to supply the district between Lake Erie and the Great Western line with that accommodation which the country is entitled to demand, and which its resources will certainly make remunerative. This is, however, a question which must before long be entertained, unless the Company is prepared to see the country filled up by others; and when the proper time for considering these matters arrives, your Directors believe that all that is needed can, with Municipal assistance, be accomplished without incurring useless expenditure, or such as will not prove remunerative, both directly and indirectly, as affecting the interests of the Great Western line.

Your Directors will therefore now conclude by strongly recommending the adoption of the purchase of the Erie and Ontario Railway, as a measure not only of profit, but as tending to secure the value of the whole property.

ROBERT W. HARRIS,
President.

HAMILTON, 8th April, 1854.

AGREEMENT.

The following is a copy of the Agreement entered into with the Directors of the Erie and Ontario Railway:—

THIS DEED is made the Twentieth day of March, in the Year of Our Lord One Thousand Eight Hundred and Fifty-four, *between* the Great Western Railway Company, of the first part, and the Erie and Ontario Railroad Company, of the second part.

WHEREAS by an Act of the Parliament of Canada, passed in the Sixteenth year of Her Majesty's Reign, intituled, "An Act to empower any Railway Company, whose Railway forms part of the Main Trunk Line of Railway throughout this Province, to unite with any other such Company, and to purchase the property and rights of any such Company, and to repeal certain Acts therein mentioned, incorporating Railway Companies," it is provided that it shall be lawful for any two or more of the Companies formed, or to be hereafter formed, for the purpose of constructing any Railway which shall form part of the Main Trunk Line of Railway contemplated by the Legislature in passing the Act of the then last Session of the Provincial Parliament, intituled, "An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province," to unite together as one Company, or for any one of such Companies to purchase and acquire the property and rights of any one or more of such Companies; And it is thereby provided, that it shall be lawful for the Directors of any such Company, to agree with the Directors of any other such Company or Companies, that the Companies they respectively represent shall be united as one Company, or that one of such Companies shall purchase and acquire the property and rights, and take upon itself all the liabilities of the other or others, and by such agreement, to fix the terms upon which said union or such purchase shall take place, the rights which the Shareholders of each Company shall possess after such union or purchase, the number of the Directors of the Company after any such union, and who shall be such Directors until the then next election, the period at which such next election shall be held, the number of votes which the Shareholders of either Company shall respectively have thereat, and the corporate name of the Company after any such union, the time when the agreement shall take effect, the By-laws which shall apply to the united Company, and generally to make all such conditions and stipulations touching the terms upon which such union or purchase

shall take place, as may be found necessary for determining the right of the said Companies, respectively, and of the Shareholders thereof, after any such union or purchase, and the mode in which the business of the Company shall be arranged and conducted after any such union.

And it is thereby also provided, that whenever any such agreement shall have been made as aforesaid, the Directors of each of the Companies which it is to affect, shall call a Special General Meeting of the Shareholders of the Company they represent, in the manner provided by law for calling such General Meetings, stating particularly that such meeting is called for the purpose of considering the said agreement, and of ratifying or disallowing the same; and if at the said meeting of the Shareholders of each of the Companies concerned, respectively, three-fourths or more of the votes of the Shareholders attending the same, either in person or by proxy, be given for ratifying the said agreement, then the same shall have full effect accordingly, as if all the terms and clauses thereof, not inconsistent with the now reciting Act, were enacted in an Act by the Legislature of this Province; and if less than three-fourths of the votes of the Shareholders present at such meeting, in person or by proxy, be given in favour of ratifying such agreement, then the same shall be void and of no effect, and no other meeting shall be called to consider any agreement for a like purpose, within six months thereafter; Provided always, that the first meeting of the Shareholders of any Company, for considering any such agreement, shall be held within three months of the time when the same shall be made by the Directors thereof, and not afterwards.

And it is thereby further provided, that from and after the time when any such ratified agreement for the purpose, by one such Company as aforesaid, of the Railway property and rights of another such Company, shall take effect, such Railway property and rights shall become vested in, and shall be exercised by the Company purchasing the same, by the corporate name assigned to it in such agreement, and such last-mentioned Company shall be responsible for all the liabilities of the Company whose Railway property and rights shall have been transferred to them, and shall be held to be the same corporation with it, so that any right or claim which could be enforced by or against either Company, may, after such purchase, be enforced by or against the purchasing Company; and any suit, action, or proceeding, pending at the time such agreement shall take effect, by or against either Company, may be continued and completed by or against the purchasing Company, by the name assigned to it in such agreement; Provided always, that the rights of

the Province, or of Her Majesty on behalf of this Province, under any guarantee given to any such Company, or otherwise; or if any person or party having any special hypothec or privileged claim upon the lands, buildings, tolls, or other property of either of such Companies, or upon any part thereof, shall not be impaired by such purchase: and the Company shall keep separate accounts with respect to each Railway, so as to ascertain the property or moneys upon which any such hypothec or privilege shall attach; and it is also thereby further provided, that the Company whose property and rights shall have been so purchased, shall continue to have a corporate existence for the sole purpose of doing such things, and such things only, as shall be necessary for the purpose of giving full effect to the ratified agreement, and to the rights of its Shareholders or others, under the same, and so long as there shall remain any thing to be done for that purpose, Directors may be elected for the said Company, and may exercise their powers for such purposes as aforesaid only.

And it is thereby further provided, that the rights and obligations of the Company formed by any such union, or having purchased the Railway property and rights of another Company, shall, as regards lands, fences, roads, bridges, tolls, and other matters in which other than the members and officers of the Company are concerned, be governed by the provisions regulating such matters, in the Act or Acts passed with reference to the Railway to which such rights or obligations may relate, saving always, the right of the Directors to modify any such tolls, by By-Laws to be passed in the manner, and subject to the provisions of such Act or Acts, or to make, amend, or repeal By-Laws, on any matter for which By-Laws may be made, amended, or repealed, under such Act or Acts; And it is thereby further provided, that in case of any such union as aforesaid, the capital of the Company formed thereby, shall be equal to the combined capitals of the Companies united, and they may raise by loan, or otherwise, any sum not exceeding the total amount which such Companies might raise; and in the case of the purchase, by one Company, of the property and rights of another Company, the purchasing Company shall have full power to increase their capital by such sum as may be required to pay the purchase money agreed upon, and may raise the sum required for the said purpose, either among themselves or by the admission of new subscribers, in such manner as shall be provided by By-Laws to be passed for that purpose, or may raise such sum, or any part thereof, by loan, and may issue Debentures for the amount so borrowed, in the manner and form provided with regard to other Debentures issued by such Company, by their Act of Incorporation, or any Act amending the

same, except that such Debentures may be made to bear any rate of interest not exceeding seven per cent. per annum.

And it is also thereby declared and enacted, that the Legislature of this Province will make any further legislative provision which may be required for the purpose of giving full effect to the Act now in recital, and to any agreement made under it and ratified as aforesaid, according to the true intent and purport thereof, notwithstanding any merely technical or formal objection thereto.

And whereas by an Act of the Provincial Legislature of Canada, passed in the sixteenth year of Her present Majesty's Reign, intituled, "An Act to extend the provisions of the Railway Companies' Union Act to Companies whose Railways intersect the Main Trunk Line, or touch places which the said Line also touches," it is enacted, that the Act passed in the same Session, intituled, "An Act to empower any Railway Company whose Railway forms part of the Main Trunk Line of Railway throughout this Province, to unite with any other such Company, or to purchase the property and rights of such Company, and to repeal certain Acts therein mentioned, incorporating Railway Companies," and all the enactments and provisions therein contained, shall extend and apply to and include any Railway Company whose Railway intersects the Main Trunk Line of Railway contemplated by the Legislature in passing the Act of the now last Session of the Provincial Parliament, intituled, "An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province," or touches any city, town, or place which the said contemplated Main Trunk Line of Railway also touches.

And whereas the said The Great Western Railway forms part of the said Main Trunk Line of Railway, and whereas the Railway of the said The Erie and Ontario Railroad Company, intersects the line of Railway of the said The Great Western Railway Company, and whereas by an Act of the Parliament of Upper Canada, passed in the fifth year of His late Majesty's Reign, intituled, "An Act to incorporate certain persons therein mentioned, under the name and style of The Erie and Ontario Railroad Company," certain powers and privileges were thereby conferred on the persons therein named, and on all such other persons as should become Stockholders in such joint stock or capital as is thereafter mentioned, who were by the said Act constituted and declared to be a body corporate and politic, under the name and style of "The Erie and Ontario Railroad Company," and whereas by an Act of the Parliament of the Province of Canada, passed in the sixteenth year of Her present Majesty's Reign, intituled, "An Act to amend the Charter of The Erie and Ontario Railroad Company," certain amendments were

made in the said Act, passed in the fifth year of the Reign of His late Majesty King William the Fourth, and certain other powers and privileges were thereby conferred on the said The Erie and Ontario Railroad Company, parties hereto of the second part.

And whereas the purchase and acquisition by the said the Great Western Railway Company, of the property and rights of the said the Erie and Ontario Railroad Company, will be highly beneficial to the public generally, and to the shareholders of the said Companies respectively, and such sale and purchase has been agreed upon between the Directors of the said Companies, upon the terms and conditions hereinafter contained,

Now these Presents witness, that each of the said Companies do hereby, subject to the approval of the shareholders, in accordance with the provisions of the Acts of Parliament hereinbefore recited, covenant and declare with and to each other, as follows, that is to say—

First. From and after the first day of July, in the year of our Lord one thousand eight hundred and fifty-four, the Railway property and rights of the said the Erie and Ontario Railroad Company shall be purchased by, and become vested in the said, the Great Western Railway Company, and shall be and become part of the undertaking of the said the Great Western Railway Company, which said Railway property and rights shall be acquired by and exercised by the said the Great Western Railway Company, under the name and style of the Great Western Railway Company, subject to the provisions of the hereinbefore recited Acts of Parliament, and to the assent of the shareholders of the said Companies, as required by the hereinbefore recited Acts to authorise the purchase and acquisition by any Railway Company whose railway forms part of the Main Trunk line of railway throughout this Province, to unite with any other such Company, or to purchase the property and rights of such Company, and to repeal certain Acts therein mentioned, incorporating Railway Companies, and of the Act to extend the provisions of the same to Companies whose Railways intersect the Main Trunk line, or touch places where the said line also touches.

Second. The several clauses of the said Act, incorporating the said Erie and Ontario Railroad Company, and of the Act amending the same, excepting such as relate to the management of the affairs of the said Company, and are inconsistent with similar provisions in the Acts incorporating the Great Western Railway Company, by which any power or authority is conferred on the said Erie and Ontario Railroad Company, shall apply to the said the Great Western Railway Company, and shall and may be exercised by the said Company as fully as if the same were herein repeated,

and were contained in the Act incorporating the said the Great Western Railway Company; which said latter Acts are to remain in full force as respects the said the Great Western Railway Company, and the rights acquired by them under this contract.

Third. That all the property and effects of every kind and description belonging to, purchased by, or vested in the Erie and Ontario Railroad Company, shall be and become the property of and vested in the Great Western Railway Company.

Fourth. That all rights of action, choses of action, claim or demand whatsoever, other than those created by this agreement, belonging to, or which may accrue to the Erie and Ontario Railroad Company, shall become vested in the Great Western Railway Company.

Fifth. That the Erie and Ontario Railroad Company shall construct, complete, and finish, at the cost and expense of the said Company, to the satisfaction of the Engineer of the Great Western Railway Company, the line of Railway from the Town of Niagara to the Village of Chippawa, forming a junction with the line of the Great Western Railway at or near the St. David's Arch; and again leaving the line at such a convenient point near the Suspension Bridge, as shall be hereafter agreed upon; and shall deliver over the same so completed, with three Station Houses, and other proper accommodations for goods and passengers at the following points—Town of Niagara, Clifton House, and Chippawa; all right of way and Station grounds to be found and provided by the Erie and Ontario Railroad Company: the said works to be finished and completed on or before the first day of July next.

Sixth. That the Erie and Ontario Railroad Company shall, at their own cost, build, finish, and deliver over to the Great Western Railway Company, in a state fit to run, the Steamboat, with the necessary machinery, agreed to be built by Oliver T. Macklen, Esquire, for the said Erie and Ontario Railroad Company, and in pursuance of the contract for the same.

Seventh. That the Erie and Ontario Railroad Company shall also, at their own cost and expense, finish the Car Shops now erecting for the purpose of building railway cars, near the Niagara Docks, in the Town of Niagara.

Eighth. That all the rights acquired by the Erie and Ontario Railroad Company, and the property vested in them by the purchase lately made by them from Samuel Zimmerman, Esquire, of the Wharves, Docks, Railway Machinery, and property formerly belonging to the Niagara Harbor and Dock Company, shall be and become the rights and property of the Great Western Railway Company.

Ninth. That the said Erie and Ontario Railroad Company shall, for the purpose of completing and carrying into effect, the stipulations and agreements herein contained, exercise the powers and authorities conferred on them by the said Act of Incorporation and of the Act amending the same; or should any objection be found to exist to such a course, in consequence of this sale by the said Company to the Great Western Railway Company, all necessary steps and proceedings shall be taken by the said the Great Western Railway Company for that purpose; and any costs or expense incurred by the said the Great Western Railway Company, shall be deducted out of the moneys hereinafter agreed to be paid by them to the Erie and Ontario Railroad Company.

Tenth. That the said the Great Western Railway Company shall and will pay to the Erie and Ontario Railroad Company, the sum of One Hundred and Seventy-nine thousand Pounds, of lawful money of Canada, in the following manner, that is to say—Seventy-five Thousand Pounds in Bonds of the Great Western Railway Company, payable in twenty years, with interest on the same at the rate of six per cent. per annum, payable half-yearly, and convertible at the option of the holders thereof, into stock of the Great Western Railway Company, at par; and the further sum of One Hundred and Four Thousand Pounds in Bonds of the Great Western Railway Company, payable in twenty years, with interest on the same, at the rate of six per cent. per annum, payable half-yearly.

Eleventh. That the said Bonds shall be delivered over to the Erie and Ontario Railroad Company, in such manner as may be agreed upon between the Directors of the two Companies.

Twelfth. That the Great Western Railway Company shall promote and develop the traffic on the line of the said Erie and Ontario Railroad Company, between the Town of Niagara, the Clifton House, and Chippawa; and that the Great Western Railway Company shall run trains between the said places as frequently as the traffic between the different points will warrant; but at the least as often as two trains daily during the summer months, and one train daily during the rest of the year.

Thirteenth. That the Great Western Railway Company shall and will fulfil all agreements entered into by the Erie and Ontario Railroad Company.

Fourteenth. That the Capital Stock of the Great Western Railway Company shall be increased by the sum of One Hundred and Seventy-nine Thousand Pounds, for the purpose of carrying out this agreement; such increase to be made in such manner as the Great Western Railway Company may by By-Law direct.

Fifteenth. That the said sum of One Hundred and Seventy-nine

Thousand Pounds, shall be divided among the Shareholders of The Erie and Ontario Railroad Company, in the following manner:— Each Shareholder in the Erie and Ontario Railroad Company, to receive in the Bonds of the Great Western Railway Company, Twelve Pounds Ten Shillings for every share of Twelve Pounds Ten Shillings by him paid in.

Sixteenth. Application shall, if required or considered expedient, by the Board of Directors of the Great Western Railway Company, be made to the Provincial Parliament for an Act to confirm the purchase intended to be affected by this agreement, and to confirm and legalize such of the provisions herein contained, as to the legality whereof any doubts may be entertained.

It is also further understood and agreed, that the Great Western Railway Company shall make convenient and reasonable arrangements, upon such reasonable terms and conditions as may be agreed upon, for the running of an omnibus-car between the Clifton House and Manchester, for the convenience of visitors at the Falls.

IN WITNESS WHEREOF, the said Companies, parties to these presents, have caused their Common Seals to be hereto affixed, the day and year first above written.

(Signed,) **ROBERT W. HARRIS,**
President, G. W. R. Co.



WITNESS:
(Signed,) A. McMICKEN,
(Signed,) J. E. SABINE.

(Signed,) **THOMAS C. STREET,**
as President.

